



Development

PROTECTED STRUCTURE: mixed-use development comprising 94 no. dwellings, demolition works to outbuildings, change of use of buildings from agricultural to retail & café use and associated works.

Location

Ardee Road (R170) , Ravel , Dunleer
County Louth

Planning Authority

Louth County Council

Planning Authority Reg. Ref.

2560218

Applicant(s)

Mary Nugent

Type of Application

Permission

Planning Authority Decision

Refuse Permission

Type of Appeal

First Party Normal Planning Appeal

Appellant(s)

Mary Nugent

Observer(s)

None

Date of Site Inspection

3/04/2026

Inspector

Darragh Ryan

1.0 Site Location and Description

- 1.1.1. The existing site and dwelling is located in the small town of Dunleer. There is a Georgian detached urban residence fronting the site a Protected Structure. The application site extends to 3.25 hectares in area and is part brownfield, part green field and entirely located within the defined settlement boundary of Dunleer.
- 1.1.2. The southern part of the site comprises brownfield lands, characterised by a disused 2 storey detached dwelling house, a Protected Structure and a complex of derelict stone outbuildings, agricultural sheds and structures in addition to areas of hardstanding. The front façade of the house faces the Ardee Road (R170) but is set back from it by some 12m. It has a small front garden area with another grassed area located to the west.
- As noted, the house is identified in the RPS (Ref. No. LHS 018-023). It is also listed in the National Inventory of Architectural Heritage (NIAH) under Reg. No. 13830001 and is attributed a regional rating.
- 1.1.3. The southern part of the site abuts the town core where a full range of day-to-day shops, services and community and social infrastructure are located. This part of the site extends to c. 0.7 hectares is zoned for B1 Town Centre uses, with the balance of lands to the north approximately 2.55 hectares zoned for residential uses.
- 1.1.4. The site topography is largely even and level with little variation in elevation from north to south or east to west. It is highest at its southern end 24m, falling by approximately 1m to 23 m towards the southern boundary. The southern site boundary comprises the front garden and protected railings to the existing house, a section of c.2 m high stone wall, vehicular/pedestrian access gates and the south elevation of one of the stone buildings it is proposed to bring back into use. The western boundary is defined at its southern end by a c. 2m stone /red brick wall and then by a c. 3m high masonry wall recently constructed as part of the adjoining Ravel Grange housing area. The eastern site boundary is defined by c.2 m high palladin fencing beyond which runs the access road to the Louth County Council Waste Water Treatment Plant (WWTP). To the south –east, the site is formed by rear boundaries of properties fronting the Ardee Road and Dundalk Road (R132).

2.0 Proposed Development

- 2.1.1. The proposed development is for a mixed-use development comprising residential and commercial uses that also includes modifications to and the change of use of the existing dwelling house from residential to office uses (Class 2 and 3) in addition to modifications to, and partial demolition of, stone outbuildings to the side (east) and rear (north) to provide 1 nonretail unit and 1 no. restaurant.
- 2.1.2. The proposed residential element consists of 94 no. dwellings (revised to 93) in the form of houses, maisonettes and apartments of which 86 are houses/maisonettes and 8 (revised to 7) are apartments. Houses and maisonettes are accommodated in buildings 2.5 – 3 storey in height with a limited number encompassing terraces at 1st and 2nd floor level. The 7 no. apartments are accommodated in a stand-alone building fronting the Ardee Road (R170). The apartment building is 2 storeys in height with a 3 storey set-back and with balconies proposed at upper floor levels.
- 2.1.3. Works to the existing 2 storey house RPS Ref. No. LHS 13830001 will consist of the removal of non-original single storey elements to the side (east) and rear (north) as well as internal modifications comprising the removal of limited sections of internal wall at ground and first floor level. It is also proposed to remove sections of the external boundary wall with the exception of the front boundary wall and railings which is to be conserved. All conservation works proposed will be undertaken by skilled, experienced contractors under the supervision of a Grade 1 Conservation Architect.
- 2.1.4. The change the use of all remaining floor space within the dwelling house to office use (Class 2 and 3) is sought.
- 2.1.5. It is proposed to modify, conserve and bring back into use the associated stone outbuildings to provide 1 no. retail unit and 1 no. restaurant wrapped around an external courtyard, with access to the courtyard provided off Ardee Road (R170). The modification works to the outbuildings, which are excluded from protection, include the demolition of a single storey section to the rear and the removal of sections of external walls to provide new window and door openings. The change of use of these buildings from agricultural to restaurant retail use is also sought.
- 2.1.6. Vehicular access to the development will be provided via a new access off Ardee Road (R170). It is also proposed to provide a new pedestrian / cyclist access to the adjoining

Ravel Grange housing development to the west. The proposed development also provides for the provision of a future pedestrian / cyclist link to adjoining lands to the east.

The proposed development also provides for car parking, cycle parking, public open space, landscape and boundary treatments, 1 no. ESB sub-station, EV charging points, public lighting, surface water attenuation and the re-routing of a section of the existing foul sewer, in addition to all associated site development works.

3.0 Planning Authority Decision

3.1. The planning authority issued a Decision to refuse permission for 2 reasons. The reasons for refusal are as follows:

1. It is the policy under Section 13.16.1 of the Louth County Development Plan 2021-2027 (as varied) to require a well-designed access for the safety and convenience of all road users which should have regard to the design speed, function, and the traffic volumes on the public road in addition to pedestrians, cyclists and vulnerable road users.

The applicant has proposed a two-way access from the subject lands onto the Ardee Road which is in close-proximity to a heavily trafficked junction between the Ardee Road and Dunleer Main Street (R132).

Having regard to the failure by the applicant to include provision for a vehicular link between the subject lands and the existing Ravel Grange Residential development which would enable the creation of a one way system through Ravel Grange and reduce vehicular movements at the entrance to the development at Ardee Road, it is considered the proposed development would negatively impact on traffic movements and exacerbate congestion at the entrance to the development and junction between Ardee Road and Dunleer Main Street and would result in the creation of a traffic hazard.

2. It is a policy objective (SC 35) of the Louth County Development Plan 2021 – 2027 (as varied) to support and facilitate the sustainable provision of childcare facilities in appropriate and suitable location and seek their provision concurrent with new residential development, all having regard to the Childcare Facilities Guidelines for

Planning Authorities (2001) and Childcare Regulations (2006). The Guidelines on Childcare Facilities (2001) recommend that in larger residential developments that one childcare facility or 20 no childcare spaces should be provided per 75 no dwellings. The proposal provides for 93 no dwellings. The Guidelines seek that each development is required to make adequate provision for childcare facilities to serve its own population. The applicant has failed to comply with the Guidelines or submit an evidence based report to the satisfaction of the Planning Authority which clearly demonstrates that there is sufficient childcare facilities available in the area. Accordingly, it is considered that the proposed development would contravene policy objective SC 35 of the Louth County Development Plan 2021 – 2027 (as varied) and would be contrary to the proper planning and sustainable development of the area.

3.2. Planning Authority Reports

There are two planning reports on file. The planning reports can be summarised as follows:

3.2.1. Principle, Density and Housing Mix -The principle of residential development on the site is considered acceptable. A density of approximately 29.3 dwellings per hectare is noted and considered appropriate in this context. The proposed housing mix is also considered acceptable.

Design, Height and Residential Standards -Concerns were raised in respect of the originally proposed three-storey apartment block, which, notwithstanding its architectural quality, was considered to be out of keeping with the prevailing pattern and character of development in the area by reason of its height, massing and roof profile, and to have a potentially overbearing impact on the streetscape. Revised plans were requested as part of a further information request in this regard.

3.2.2. Separation distances are provided in compliance with SPPR 1 of the relevant Section 28 Guidelines. The proposed development accords with, and in some instances exceeds, the standards set out under SPPR 2, including private amenity space, with garden sizes clearly demonstrated in the submitted Housing Quality Assessment.

3.2.3. The proposal is also assessed against the Sustainable Urban Housing: Design Standards for New Apartments Guidelines (2025) and is considered to comply with SPPR 1–6, including dual aspect provision (in excess of 75%), unit numbers per core, and overall residential quality.

- 3.2.4. Public Open Space- The Planning Authority notes that the proposed public open space provision exceeds the quantitative standards set out under Objective 5.1 of the Sustainable Residential Development and Compact Settlement Guidelines, with approximately 0.5 hectares provided (c. 20% of the net residential area). The design and layout of the open space, including the provision of a linear park along the White River, is considered to be well-conceived, incorporating both informal and formal recreational areas, enhanced landscape treatment, and passive surveillance from adjoining residential units. The removal of boundary treatments to open up views to the river is also noted positively.
- 3.2.5. Childcare Provision- While the submitted Social Infrastructure Audit indicates that existing childcare facilities in the area have capacity, the Planning Authority refers to the Childcare Facilities Guidelines (2001), which recommend provision of one childcare facility (or 20 spaces) per 75 dwellings. Given that the proposal comprises 94 dwellings, the Planning Authority considers that adequate on-site childcare provision has not been demonstrated. Further information was sought to either provide a facility or robustly demonstrate, in consultation with the relevant Childcare Committee, that sufficient capacity exists locally. (This matter remains unresolved and forms part of the basis for the recommendation to refuse permission.)
- 3.2.6. Car Parking -The initial car parking provision (139 spaces; c. 1.3 spaces per unit) was considered insufficient, having regard to the town's current reliance on private car usage. Further information was sought to increase parking provision. Following submission of revised details, parking provision was increased to 182 spaces (c. 1.8 spaces per unit), which is considered acceptable by the Planning Authority.
- 3.2.7. Built Heritage- The proposed refurbishment and adaptive reuse of the Protected Structure (RPS Ref. LHS018-023) and associated stone outbuildings for office, café and retail use is supported. The works are considered to appropriately retain historic fabric while enabling viable re-use, and to positively contribute to the character of the area, in accordance with Development Plan policies BHC 20 and BHC 21.
- 3.2.8. Infrastructure and Access- The Planning Authority raised a number of concerns in relation to access, movement, and infrastructure, including:

- The proximity of the proposed vehicular access to the junction of the R170 and R132;
- The absence of a vehicular connection to the adjoining Ravel Grange development;
- Issues relating to cycle connectivity, including reliance on a private laneway;
- Drainage design, road layout, signage, and swept path analysis.

Further information was requested to address these matters.

3.2.9. Further Information Response and Key Outstanding Issues In response to the Further Information request, the applicant:

- Increased car parking provision to an acceptable level;
- Revised the apartment block design, reducing its scale and massing to the satisfaction of the Planning Authority;
- Provided a green link through the site, broadly aligning with the Dunleer Town Centre First Plan;
- Submitted a childcare demand assessment indicating limited demand arising from the development.

3.2.10. Notwithstanding the above, two critical issues remain unresolved:

Vehicular Access and Connectivity:- The applicant did not provide a vehicular connection to the adjoining Ravel Grange development and retained a two-way access onto the Ardee Road. The Planning Authority considers that this approach would adversely impact traffic movements at the nearby junction with the R132 and is contrary to appropriate transport planning principles.

Childcare Provision:- The Planning Authority does not accept the applicant's justification regarding childcare capacity. It is considered that the proposed development fails to adequately provide for childcare facilities to serve its population, and that reliance on existing or permitted facilities elsewhere is not sufficient.

3.2.11. Having regard to the above, the Planning Authority recommended refusal of permission, primarily on the basis of:

(i) inadequate vehicular access arrangements and lack of connectivity; and

3.2.12. (ii) failure to adequately address childcare provision in accordance with national guidelines.

3.3. Other Technical Reports

- Major Capital Projects and Infrastructure Section – two reports, response to FI request is as follows:

The applicants submission has not considered vehicular access to Ravel Grange and only proposes cycle path connectivity. The Local Authorities preference is to have vehicular access to Ravel in the interests of public safety. The applicant has not provided vehicular access to Ravel Grange in their re-submitted proposals. The proposed two-way vehicular access to the Development is in close proximity to the junction of the Ardee (R170) road and the Main Street (R132). LCC Infrastructures preference, in the interests of safety, would be that the vehicular access to the proposed development off the Ardee Road is a one way in to the development system similar to that in the adjacent Ravel Close entrance and this should be considered in a re-design of the roads layout

The drawing submitted under FI showing the terminus of the cycle path and Drawing No. DUN-PLA-ZZ-ZZ-DR-A-01200 proposes a cycle path tying in to the existing laneway leading to the Uisce Eireann Waste Water Treatment works. This laneway is not a public roadway and is gated. The applicant/developer shall submit written proof that all necessary rights and/or permissions from third party landowner(s) has been obtained for provision of access to accommodate this development. Roads layout. The proposed cyclepaths' connection to the private laneway will encourage pedestrians to use this route leading on to a laneway used by farm machinery, HGV's and light commercial / cars and should be discouraged or designed in the interests of safety. Safe pedestrian access with connectivity to the existing public footpath network should be provided if the proposed cycling path is to be incorporated in to the design.

- Environmental Section – no objection to the proposal subject to conditions

3.4. Prescribed Bodies

- **Department of Housing Local Government and Housing**

With regard to the above proposed development the Department has reviewed the Archaeological Assessment Reports that were submitted with the application. The archaeological assessments were carried out by Donald Murphy, dated October 2024 and February 2025 and consisted of the results of a geophysical survey (24R0478) and test trenching (24E1012).

Nothing of archaeological significance was found on the site of the proposed development. The assessment recommends that no further archaeological investigation is warranted. The Department concurs with the recommendations in the report and does not have any further archaeological requirements in respect of the proposed development.

3.5. Third Party Observations

There were six submissions received during the statutory timeframe. The issues raised can be summarised as follows:

- It is important to keep the village atmosphere and appearance. It is considered that the proposed three storey development in the Village Centre will injure its amenity and character of the Village. This three-storey proposal is out of keeping with the existing single storey development in the area. Consideration of the area and existing buildings needs to be respected. -
- Parking. Parking in the village has been a major problem for the past ten years. There is no off-street parking and Duffys farmyard would be an ideal location for off-street parking. The plans make provision for 135 carparking spaces for 94 apartments of which 15 are allocated for public use. The entrance will do away with several parking spaces that are there at present. The provision of 120 spaces is not enough.
- Dunleer Town Centre First Plan. This plan proposes to eliminate parking on one side of the street. If this goes ahead, 69 spaces on Main Street will be lost with no provision for the replacement of these spaces in the Village Centre. It is also proposed to create a patio area at the junction of the Ardee Rd and Main St. This will obstruct HGV traffic movements at this location.

- Carparking in the Village needs to be regulated with lined spaces and 2 hour parking implemented. The proposal will increase footfall and traffic congestion in the Village and will require the resurfacing on Church View/Beechwood Drive and School lane. The existing parking at the rear of the Library should be utilised for disabled and elderly persons. A proper footpath under the railway bridge is required along with lighting for cycle and pedestrian paths.
- Existing lack of infrastructure in the area to support the proposal in relation to roads, parking, education and public facilities. The schools in the area are at capacity. The train station remains unopen along with no 24 hour police station in the area.
- The existing sewerage treatment plant is at capacity and is not due for upgrade until 2030.
- Possible flooding in the area and impact of the proposal on the White River.
- The mains water supply is unreliable with outages in many of the existing housing estates.
- Some of the building at Duffys farm would be suitable for a much needed health/primary care centre.
- Preservation of the stone wall on the north side of the Ardee Rd. This wall is of historical and visual significance. Its removal would represent a loss of local heritage and diminish the character of the area.
- The removal of the trees in front of Duffys house would not only affect the visual amenity of the area but also detract from its historical setting.

4.0 Planning History

- None for existing site.
- Adjoining site. P.A. Ref/ No. 24/58 – Permission granted under Section 179A of the Planning and Development Act 2000 (as amended) for 70 no. houses and construction of new connection to the existing estate road; provision of new cycleway, footpath and

public lighting along the boundary with the R170; new estate road and homezoned within the site ; 123 no. car parking spaces including both on-street and in-curtilage parking; cycle parking; hard and soft landscaping including public open spaces, playground and private gardens; boundary treatments; ESB sub-station; lighting; laying of underground sewers; mains and pipes; underground pump station attenuation

5.0 Policy Context

5.1. National Policy

- 5.1.1. The National Planning Framework 2040 includes objective NPO11 to favour development that can encourage more people to live or work in existing settlements; NPO13 which is that planning standards in urban areas should be based on performance criteria; NPO 27 which is to ensure the integration of safe and convenient alternatives to the car into the design of communities; NPO 35 to increase residential density in settlements, including increased building heights; NPO 54 to reduce our carbon footprint by integrating climate action into the planning system; and NPO 64 to improve air quality through supporting public transport, cycling and walking as more favourable modes of transport than the private car.
- 5.1.2. The Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, 2009, states at section 5.9 that in the development of inner suburban/infill “the provision of additional dwellings within inner suburban areas of town and cities, proximate to existing or due to be improved public transport corridors, has the revitalising areas by utilising the capacity of existing social and physical infrastructure. Such development can be provided either by infill or by sub division”.
- 5.1.3. Delivering Homes, Building Communities 2025-2030: An Action Plan on Housing Supply and Targeting Homelessness:
- 5.1.4. Aims to build on this recent progress to further accelerate the delivery of new homes, to deliver 300,000 by the end of 2030. The Plan is built around two pillars ‘Activating Supply’ and ‘Supporting People’, with four key priorities under each pillar.
- 5.1.5. Climate Action Plan (CAP) 2025: -

Climate Action Plan 2025 builds upon last year's Plan by refining and updating the measures and actions required to deliver the carbon budgets and sectoral emissions ceilings and it should be read in conjunction with Climate Action Plan 2024.

Climate Action Plan 2024 outlines measures and actions by which the national climate objective of transitioning to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy by 2050 is to be achieved. These include the delivery of carbon budgets and reduction of emissions across sectors of the economy. Of relevance to the proposed development, is that of the built environment sector. The Board must be consistent with the Plan in its decision making.

5.1.6. Ireland's 4th National Biodiversity Action Plan (NBAP) 2023-2030:

The NBAP includes five strategic objectives aimed at addressing existing challenges and new and emerging issues associated with biodiversity loss. Section 59B (1) of the Wildlife (Amendment) Act 2000 (as amended) requires the Board, as a public body, to have regard to the objectives and targets of the NBAP in the performance of its functions, to the extent that they may affect or relate to the functions of the Board. The impact of development on biodiversity, including species and habitats, can be assessed at a European, National and Local level and is taken into account in our decision-making having regard to the Habitats and Birds Directives, Environmental Impact Assessment Directive, Water Framework Directive and Marine Strategy Framework Directive, and other relevant legislation, strategy and policy where applicable.

5.1.7. The Guidelines for Planning Authorities on Urban Development and Building Heights, 2018, include a statement that it is Government policy to support increased building height and density in locations with good public transport accessibility in SPPR1. Section 3.2 sets out criteria at the scale of the city/town, district/neighbourhood/street, and site/building for development proposals to satisfy after which permission may be granted even in contravention of a limit in a development plan under SPPR3 of those guidelines.

5.1.8. The Guidelines for Planning Authorities on the Design Standards for New Apartments were issued in December 2025. Section 2.4 describes central/accessible urban locations as including sites within easy walking distance 400m-500m of high frequency (10 minute per hour) bus services which are generally suitable for higher density development; and intermediate urban locations which are suitable for smaller scale higher density developments that may wholly comprise apartments generally above 45 dph. Section 4.21

says that in central/accessible locations the default policy is for car parking provision to be minimised, substantially reduced or eliminated in certain circumstances, while section 4.23 states that in intermediate urban locations a reduced overall car parking standard must be considered.

5.1.9. The Guidelines for Planning Authorities on Flood Risk Management issued in 2009 sets out three flood risk zones – Zone A, where there is a high probability of flooding; Zone B where there is a moderate probability of flooding and Zone C where there is a low probability. Residential development is categorised as a highly vulnerable form of development which is usually appropriate only in Zone C. It may be justified in other zones following test for plan making and development management set out in box 4.1 and box 5.1 of the guidelines. The latter test requires that the land has been zoned for the particular use and has been subjected to an appropriate flood risk assessment.

5.2. Louth County Development Plan 2021 – 2027 (as varied)

Under the Louth County Development Plan 2021-2027 (as varied) the site has three no. separate land zoning

- A2 New Residential Phase 1 – The majority of the site (c. 2.5 hectares) is zoned A2 New Residential. The objective for these lands is “To provide for new residential neighbourhoods and supporting community facilities”.
- B1 Town or Village Centre – The southern part of the site (c. 0.7 hectares) is zoned B1 Town/Village Centre. The objective for which is to “To support the development, improvement and expansion of town or village centres”. Uses that are permitted in principle on B1 zoned lands include Coffee Shop /Tea Room; Craft Centre /Shop; Residential and Offices. A1 Existing Residential – A narrow section of the site encompassing part of an existing laneway is zoned
- A1 Existing Residential. The objective for A1 lands is, “To protect and enhance the amenity and character of existing residential communities”.

5.2.1. Variation No. 2 to the Louth County Development Plan 2021-2027 (as varied) was adopted by the Elected Members at the May Monthly Council Meeting (20th May 2024). The variation takes account of the Guidelines ‘Sustainable Residential Development and Compact Settlements for Planning Authorities’ published by the Department of Housing, Local Government and Heritage and is acknowledged in the below assessment.

Overarching Strategic Policy Objectives for the County

- CS 1 To secure the implementation of the Core Strategy and the Settlement Strategy in so far as practicable, by directing sustainable growth towards the designated settlements, subject to the availability of infrastructure and services.
- CS 2 To achieve compact growth through the delivery of at least 30% of all new homes in urban areas within the existing built-up footprint of settlements, by developing infill, brownfield and regeneration sites and redeveloping underutilised land in preference to greenfield sites.
- CS 3 To support and manage the self-sufficient sustainable development of all settlements in a planned manner, with population growth occurring in tandem with the provision of economic, physical and social
- CS 4 To apply phasing to the delivery of new residential development as indicated on the zoning maps for the applicable settlements, whereby residential development, other than infill, brownfield or mixed-use development will generally only be permitted on Phase 1 lands. Where lands zoned 'New Residential Phase 1' are not being brought forward for development in particular areas and this is impeding the achievement of Core Strategy projections and restricting the growth of the settlement as envisaged in national and regional policy, consideration may be given to releasing during the lifetime of this Plan appropriately located 'New Residential Phase 2' lands, subject to the lands contributing to compact and consolidated patterns of development.
- CS 5 To support the progression and delivery of projects that would facilitate the creation of vibrant, sustainable communities and the rejuvenation of towns and villages, including any project to be funded by the Urban or Rural Regeneration and Development Fund.
- HOU 1: To secure the implementation of the Louth Housing Strategy 2021-2027. HOU 10: To continue to support the creation of sustainable communities throughout the County for people across all the life stages by facilitating the creation of attractive neighbourhoods where there are strong links and

connections to local services, community facilities and employment areas and where walking, cycling, and public transport is prioritised.

- HOU 20: To require a design led approach to be taken to sustainable residential development in accordance with the Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities (2024) and any associated Design Manual, to ensure the creation of quality, attractive, and well-connected residential areas and neighbourhoods.
- HOU 25: All new residential and single house developments shall be designed and constructed in accordance with the Development Management Guidelines set out in Chapter 13 of this Plan.
- IU 19: To require the use of Sustainable Drainage Systems to minimise and limit the extent of hard surfacing and paving and require the use of SuDS measures be incorporated in all new development (including extensions to existing developments). All development proposals shall be accompanied by a comprehensive SuDS assessment including run-off quantity, run off quality and impacts on habitat and water quality.
- IU 21: To seek to avoid the discharge of additional surface water to combined sewers and promote Sustainable Urban Drainage Systems (SuDS) and solutions to maximise the capacity of towns with combined drainage systems.
- IU 22: To ensure all new development incorporates appropriate measures to protect existing water bodies, through appropriate treatment of runoff. In particular, discharges from car parks shall be appropriately treated so as to remove pollutant materials.
- IU 23: To ensure all new developments provide for separated drainage systems.
- IU 26: To reduce the risk of new development being affected by possible future flooding by:
 - Avoiding development in areas at risk of flooding, and where development in floodplains cannot be avoided, taking a sequential approach to flood risk management based on avoidance, reduction and adaptation to the risk.

- Chapter 9 of the Louth CDP 2021-2027, as varied, which deals with Built Heritage and Culture, is relevant:
- BHC 20 To ensure that any development, modification, alteration, or extension affecting a protected structure and / or its setting is sensitively sited and designed, is compatible with the special character and is appropriate in terms of the proposed scale, mass, density, layout, and materials of the protected structure
- BHC 21 The form and structural integrity of the protected structure and its setting shall be retained and the relationship between the protected structure, its curtilage and any complex of adjoining buildings, designed landscape features, designed views or vistas from or to the structure shall be protected.
- BHC 22 To prohibit inappropriate development within the curtilage and/or attendant grounds of a protected structure. Any proposed development within the curtilage and/or attendant grounds must demonstrate that it is part of an overall strategy for the future conservation of the entire complex including the structures, demesne and/or attendant grounds.
- BHC 23 To require that all planning applications relating to protected structures contain the appropriate documentation as described in the Architectural Heritage Protection Guidelines for Planning Authorities (2011) or any subsequent guidelines, to enable a proper assessment of the proposed works and their impact on the structure or area.
- Dunleer (Self -Sustaining Growth Town) SS 46 To support the role of Dunleer as a Self-Sustaining Growth Town, which shall be complementary to the Regional Growth Centres, and to facilitate balanced population and economic growth that will meet the needs of the residents of Dunleer and its hinterland.
- SS 47 To continue to support the sustainable economic growth of Dunleer by facilitating and supporting a range of employment generating uses in the town
- SS 48 To support the creation of a sustainable compact settlement in Dunleer that provides opportunities for walking and cycling and to encourage a minimum density of 25 units/ha for new residential developments

- SS 49 To support the creation of sustainable attractive and inclusive communities where the residential needs of the entire population are met with the commensurate provision of community and social infrastructure.

SS 50 To work closely with business groups and stakeholders to revitalise and reduce vacancy in the town centre area of Dunleer and to provide for town centre living.

5.2.2. Dunleer Town Centre First Plan 2024.

The Town Centre First Plan is a strategic document that outlines the essential elements for a thriving town and offers a roadmap for creating a cohesive town plan to stimulate social, cultural, economic and amenity regeneration. The project's objective is to revitalise the town by repurposing derelict or vacant properties, activating the Main Street area in conjunction with green and blue infrastructure, and prioritising the delivery of housing. Strategic Opportunities and Interventions - These identify town-wide interventions to, amongst others, improve accessibility and encourage active travel, parking facilities, support new housing in the town centre, and establish frameworks for regeneration of different character areas.

5.3. Ministerial Guidelines

- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024),
- Design Standards for Apartment Guidelines (2025),
- Childcare Facilities Guidelines for Planning Authorities 2001

5.4. Natural Heritage Designations

The subject site is located 5km north of Dundalk Bay SPA (004026), 6km north Dundalk Bay SAC (000455) and 5.4km north-west of Stabannon and Braganstown SPA (004091)

6.0 EIA Screening

6.1. See completed form 2 on file.

Item (10)(b) of Schedule 5 Part 2 of the Planning and Development Regulations 2001 (as amended) provides that mandatory EIA is required for the following classes of development:

- Construction of more than 500 dwelling units
- Urban development which would involve an area greater than 2ha in the case of a business district, 10ha in the case of other parts of a built-up area and 20ha elsewhere.

The proposed development comprises the construction of 93 residential units on a greenfield site of 3.25ha. The site is located on zoned lands within the boundary of Dunleer. The site is adjacent to other zoned lands. As such, I am satisfied that the development does not require mandatory EIA.

Having regard to: (a) the nature and scale of the development, (b) the location of the site on zoned land, adjacent to other zoned land (c) the location of the development outside of any sensitive location specified in article 109(3) of the Planning and Development Regulations 2001 (as amended), it is concluded that there is no real likelihood of significant effects on the environment arising from the proposed development. The need for environmental impact assessment can, therefore, be excluded at preliminary examination and a screening determination is not required.

7.0 The Appeal

7.1. This is a first party appeal against the Decision of Louth County Council to refuse permission. The Grounds of Appeal directly address the reasons for refusal. The grounds of appeal can be summarised as follows:

- 7.1.1. Refusal Reason 1 – The applicant/appellant maintains the position that the proposed access arrangement represents the appropriate design approach, having regard to the nature of the development and the specific context of the site.
- The access has been subject to robust assessment including a traffic study and an independent technical review by an independent Road Safety Assessor. The conclusions of these assessments are clear, undisputed and unequivocal – the existing road network, including the R132/R170 junction has sufficient capacity to accommodate the development, and the proposed access can operate safely and efficiently, without requiring significant pedestrian or road improvement works in the vicinity.

- The independent Stage 1 Road Safety Audit undertaken by Bruton Consulting Engineers did not identify that the proposed development would result in the creation of a traffic hazard at the junction R132/R170 junction.
- The requisite DMURS sightline of 49m with a 2.5m set back, are achievable in both directions from the proposed site entrance as per BCME drawing ref. no. DUN-BMD-ZZ-ZZ DR-CE-11012 submitted with the application.
- The Traffic and Transport Assessment undertaken by BCME the project engineers and submitted at planning application stage show the Ardee Road R170/Dunleer Main Street (R132) operating at well below capacity, post development.
- The agent for the applicant asserts that there is no requirement to provide a vehicular connection to Ravel Grange as set out in response to further information. There are no traffic -based reasons to provide such a connection to facilitate a one-way system, as it would not improve either road traffic flows in the vicinity. A proposed route through Ravel Grange would not improve road traffic flows or volumes in the vicinity. The effect of providing such a connection may increase peak time traffic in the vicinity of the nearby primary school. Furthermore the providing of a such vehicular connection and traffic flow system is likely to discourage travel by sustainable modes given the proximity of the primary school and nearby Business Par. The development plan or town centre first plan does not envisage a vehicular connection between the two areas. The emphasis of town centre plan is on promoting active travel connections and a “green route” through the two sites.
- The applicant further states that there is significant policy objectives at national, regional and local planning level for the proposed development and the proposed vehicle arrangement and pedestrian connectivity.

7.1.2. Refusal Reason 2 – The applicant/appellant acknowledges that at face value and under strict application of the 2001 Childcare Guidelines for Planning Authorities, the proposed development, comprising 93 no dwellings (reduced from 94 at FI stage), meets the 75-unit threshold that would trigger the requirement to provide an on-site creche. Having regard to the 2001 Childcare Guidelines in conjunction with The Sustainable Urban Housing: Design Guidelines for New Apartments it is accepted that the size and typology of dwellings

should also be determinants in the assessment of childcare requirements, along with availability of existing childcare facilities.

- The applicant sets out that the demand for childcare facilities generated by the proposed development is considered to be low. There are three registered childcare facilities in Dunleer, all of which are within 1km from the subject site and two are located within 500m of the site less than a 5 minute walk.
- Permission for a purpose built creche with capacity for 28 was recently permitted under P.A Ref No 25/60144 as part of the residential development on the Dundalk Road to the north-west of the application site.
- To address refusal reason 2, in the event An Coimisiun does not concur with this assessment the appeal contains a proposal demonstrating how an appropriately sized creche can be accommodated within the vacant dwelling house in place of originally proposed office accommodation. The protected structure was deemed most appropriate building for such a use having regard to its highly central location, size, and south -facing front garden area that can be easily screened and enclosed.
- Based on the benchmark of 20 childcare spaces for every 75 no dwellings, the proposed development comprising 93 no dwellings would require 25 no childcare spaces.
- Floor sizes can be provided and enclosed play areas all meet the required standards.
- Car parking for childcare provision can be provided in line with Table 13.11 of the Louth County Development Plan, based on 1 space per 6 children.

7.2. Planning Authority Response

- None

7.3. Observations

Louth County Childcare Committee

The current childcare in Co Louth is currently at capacity. Given the scale of residential development Louth County Childcare Committee recommends childcare provision be a key consideration within the appeal and the provision of childcare to meet demand in the local area should be considered.

7.4. Further Responses

None

8.0 Assessment

Having examined the application details and all other documentation on file, including appeal and observation submissions, the reports of the local authority, having inspected the site, and having regard to the relevant local policies and guidance, I consider that the substantive issues in this appeal are as follows:

- Principle of Development
- Traffic Impact
- Childcare Provision
- Other Matters

8.1. Context

8.1.1. The proposed development relates to a site extending to approximately 3.25 hectares, located entirely within the defined settlement boundary of Dunleer. The site is part brownfield and part greenfield and includes an existing Protected Structure (RPS Ref. No. LHS 13830001) located to the front of the site along the Ardee Road (R170). The proposal is for a mixed-use development comprising residential and commercial elements, together with works to the existing Protected Structure and associated outbuildings.

8.1.2. The commercial element includes:

- The modification and change of use of the existing dwelling (Protected Structure) from residential use to a crèche (amended from office use at appeal stage), and
- The modification, partial demolition and reuse of stone outbuildings to the side (east) and rear (north) to provide 1 no. retail unit and 1 no. restaurant arranged around a courtyard.

Works to the Protected Structure include the removal of non-original single-storey elements to the side and rear, together with limited internal alterations. The front boundary

wall and railings are to be retained and conserved. All conservation works are to be undertaken under the supervision of a suitably qualified conservation architect. The planning authority were generally satisfied that the proposed works to the protected structure and surrounds were welcome in the context of existing environment and complied with conservation objectives of the Louth County Development Plan 2021 - 2027.

8.1.3. The proposed residential development comprises 93 no. dwellings, including a mix of houses, maisonettes and apartments. The unit mix consists of:

- 15 no. 1-bedroom units,
- 7 no. 2-bedroom units,
- 49 no. 3-bedroom units, and
- 49 no. 4-bedroom units.

The majority of units are houses and duplex/maisonette units (86 no.), with a limited number of apartments provided in a standalone building fronting the R170. Following further information, the apartment element has been reduced in scale and is now limited to two storeys, reflecting concerns raised by the planning authority regarding its prominence and compatibility with the surrounding context. Building heights across the scheme range generally from 2.5 to 3 storeys. The overall layout is structured around a central area of public open space adjoining the White River, with development arranged in a perimeter block format. Dwellings front onto streets and open spaces, contributing to a legible and permeable urban structure. The layout is generally considered acceptable and the design and layout of the scheme is by the guidelines as set out in 'Sustainable Residential Development and Compact Settlements Guidelines for Local Authorities' 2024.

8.1.4. In terms of density, the proposed development provides for 29.3 dwellings per hectare. Having regard to Table 13.3 of the Louth County Development Plan 2021–2027, which sets out a minimum density of 25 units per hectare for lands in this location, and the provisions of the Sustainable Residential Development and Compact Settlements Guidelines for Local Authorities 2024, which support densities in the range of 30–50

dwellings per hectare for towns such as Dunleer, I am satisfied that the proposed density is broadly consistent with Development Plan standards and Section 28 Guidelines.

- 8.1.5. The development also includes provision for: Public open space, landscaping and boundary treatments, Car and bicycle parking, 1 no. ESB substation charging infrastructure, Public lighting, Surface water attenuation, and the rerouting of an existing foul sewer, together with all associated site development works.
- 8.1.6. A total of approximately 0.5 hectares of public open space is provided, representing c. 20% of the residentially zoned lands and c. 15% of the overall site area. The Architectural Design Statement outlines the provision of open space across three principal areas, incorporating passive surveillance and recreational use. I am satisfied that the quantum and general arrangement of open space is consistent with Section 13.8.15 of the Development Plan and the relevant provisions of the Compact Settlements Guidelines.
- 8.1.7. Private open space is provided for all dwellings in accordance with the applicable standards. The submitted Housing Quality Assessment demonstrates compliance with the requirements of the Compact Settlement Guidelines 2024 and Apartment Guidelines 2025 in terms of private amenity space for both houses and apartments.
- 8.1.8. In relation to car parking, a total of 182 spaces are proposed, including 164 spaces serving the residential element, equating to approximately 1.8 spaces per dwelling. Additional parking is provided for the crèche and commercial uses. I am satisfied that the level of parking provision is consistent with Table 13.11 of the Development Plan and the relevant provisions (SPPR3) of the Compact Settlements Guidelines.
- 8.1.9. Overall, I note that the planning authority generally considered the proposed development to be acceptable in terms of density, unit mix, residential amenity, open space provision, and compliance with Development Plan standards and Section 28 Guidelines. The principal issues raised relate to traffic impact and childcare provision, which are addressed in detail elsewhere in this report.
- 8.1.10. Accordingly, the above provides a general context for the proposed development. A detailed assessment of the principle of development, traffic, childcare provision, together

with Appropriate Assessment Screening and EIA Screening, is set out in the following sections.

8.2. Principle of Development

- 8.2.1. The Louth County Development Plan 2021–2027 identifies the majority of the subject site (c. 2.5 ha) as zoned A2 – New Residential Phase 1, where it is an objective to facilitate the development of new residential neighbourhoods. A further portion of the site (c. 0.7 ha) is zoned B1 – Town/Village Centre, where a range of uses including residential, retail (such as cafés/coffee shops), offices and community-related uses are permitted in principle. A narrow strip is zoned A1 – Existing Residential, reflecting the established residential character of that section. Having regard to the zoning objectives applicable to A2, B1 and A1 lands, and the stated aim of the Louth County Development Plan 2021 - 2027 to consolidate growth within serviced settlements, the subject lands are clearly prioritised for residential-led development within the lifetime of the current plan.

Accordingly, I am satisfied that the principle of the proposed development is acceptable and accords with the land use zoning provisions and strategic objectives of the Development Plan.

8.3. Traffic Impact

- 8.3.1. The primary reason for refusal relates to the absence of a vehicular link between the subject lands and the adjoining Ravel Grange development, which the planning authority considered necessary to facilitate a one-way system and reduce traffic pressure at the Ardee Road (R170)/Dunleer Main Street (R132) junction.
- 8.3.2. The applicant has submitted a Traffic and Transport Assessment (TTA) and an independent Road Safety Audit, both of which conclude that the proposed access arrangements are satisfactory and compliant with the principles of Design Manual for Urban Roads and Streets. Vehicular access is proposed via the R170 Ardee Road, approximately 50 metres from its junction with the R132. The access is designed as a priority junction incorporating pedestrian and cyclist facilities.
- 8.3.3. Section 13.16.17 of the Louth County Development Plan sets out that sight lines shall be selected using the applicable road design manual TII Design Manual for Roads and Bridges' or if the development is in towns and villages or where the speed limit is within the 60km/h zone the Design Manual for Urban Roads and Streets. The receiving environment

is subject to a 50 km/h speed limit, with a proposed internal estate speed of 30 km/h. Adequate visibility splays of 49 metres are achievable, consistent with DMURS guidance. A Road Safety Audit identifies the need to prevent illegal parking within the visibility splay, which can be addressed by appropriate mitigation measures (e.g. bollards). Having regard to the above, I am satisfied that the proposed access arrangements comply with:

- DMURS design standards, and
- Section 13.16.17 of the Development Management Standards of the Louth County Development Plan 2021 - 2027,
- Policy Objective CS1 – to promote sustainable and compact growth in settlements,
- Policy Objective TM1 – to ensure development is supported by appropriate transport infrastructure,
- Policy Objective TM3 – to require safe and efficient access arrangements for new development, and

8.3.4. In relation to Capacity and Traffic Impact, the submitted Traffic and Transport Assessment assesses traffic impacts at:

- The proposed development entrance (Junction No. 1), and
- The Ardee Road/Dunleer Main Street junction (Junction No. 2).

Traffic surveys were undertaken in September, with flows projected to a 2023 base year using Transport Infrastructure Ireland (TII) growth factors. Future scenarios assessed include:

- Year of Opening (2027),
- Design Year 1 (2032), and
- Design Year (2042).

Trip generation was derived using the TRICS database in accordance with the Traffic and Transport Assessment Guidelines (2014). While the development marginally exceeds the 10% and 5% thresholds at the relevant junctions, this is largely due to low baseline traffic volumes rather than significant absolute increases.

The assessment concludes:

- Junction No. 1 (Site Access): Will operate with very low traffic volumes and retain approximately 89% reserve capacity by 2042.
- Junction No. 2 (R170/R132): Will continue to operate within capacity, with low levels of delay and a minimum of 37% reserve capacity by 2042.

I note these findings and consider that the projected impacts are modest and typical of a development of this scale in an urban settlement.

8.3.5. The planning authority's requirement for a vehicular connection to Ravel Grange to facilitate a one-way system is not supported by the evidence before me. In this regard:

- The submitted TTA and Road Safety Audit do not identify any deficiency in the proposed access arrangements.
- There is no requirement within the Louth County Development Plan 2021–2027 or the Town Centre First Plan for such a vehicular link.
- The emphasis of current policy is on active travel permeability, rather than vehicular through-routes, consistent with:

Policy Objective TM5 – promotion of walking and cycling connections,

Policy Objective TM7 – support for permeability and connectivity for sustainable modes.

Furthermore, the introduction of a vehicular through-route via Ravel Grange could:

- Increase traffic volumes within an established residential estate,
- Potentially conflict with residential amenity and road safety, particularly in proximity to a primary school, and
- Undermine sustainable travel objectives by encouraging vehicular permeability rather than active travel.

I consider that such an arrangement would be incongruous with both the established character of Ravel Grange and the policy direction of the Development Plan.

8.3.6. Having regard to:

- The findings of the Traffic and Transport Assessment,
- The Road Safety Audit,

- Compliance with DMURS,
- The absence of a policy requirement for a vehicular link to adjoining lands, and
- The modest and manageable level of traffic impact identified,

I am satisfied that the proposed development will not give rise to a significant traffic hazard, will not adversely affect the operational capacity of the surrounding road network, and complies with the relevant transport and development management policies of the Louth County Development Plan 2021–2027, including Policies TM1, TM3, TM5, and TM7. Accordingly, I do not consider that traffic impact constitutes a reasonable basis for refusal in this instance.

8.4. Childcare Provision

The second reason for refusal relates to the failure of the applicant to provide for childcare facilities within the proposed development, having regard to the requirement set out in the Childcare Facilities Guidelines for Planning Authorities 2001 and the Child Care Act 1991 (Early Years Services) Regulations 2006, which generally seek provision of childcare facilities in residential schemes of 75 units or more.

The planning authority, having considered the applicant’s response to Further Information (including a childcare demand assessment), was not satisfied that adequate childcare capacity existed in the locality and concluded that the proposed development would give rise to an under-provision of childcare places.

8.4.1. As part of the original application and resubmitted under appeal, the applicant contends that the demand for childcare arising from the proposed development of 93 dwellings would be modest and could be accommodated within existing and permitted facilities in the area. It is submitted that:

- There are three existing childcare facilities within Dunleer, all within 1 km of the site, with two located within approximately 500 metres (c. 5-minute walk), and
- A recently permitted crèche (Reg. Ref. 25/60144) with capacity for 28 childcare places will further augment local provision.

Notwithstanding the above, I note the submission from the Louth County Childcare Committee, which identifies an existing shortfall in childcare provision within Dunleer and supports the inclusion of childcare facilities within this development.

8.4.2. Having regard to the scale of the proposed development and its location within the town, I consider that the provision of an on-site childcare facility is appropriate and consistent with a plan-led approach to sustainable community development. This approach is supported by the Louth County Development Plan 2021–2027, in particular:

Policy Objective SC35, which seeks to support the sustainable provision of childcare facilities concurrent with new residential development, and Section 4.11, which recognises the proactive role of planning authorities in facilitating childcare provision.

Having reviewed the childcare demand assessment and documentation submitted by the Louth Childcare Committee, I do not consider the applicant has adequately demonstrated sufficient numbers of childcare provision in the immediate area to satisfy demand generated by the development. The applicant has not provided an adequate assessment of numbers attending each facility or their capacity but instead relies on Census data alone. This in my view is insufficient in my view to justify the omission of a childcare facility.

8.4.3. The applicant notes the Coimisiún may not accept that there is sufficient demand for childcare locally and has proposed the provision of a childcare facility within the existing Protected Structure located on the site, in lieu of the previously proposed office use. I consider this approach appropriate.

Based on the standard set out in the Childcare Guidelines (20 childcare spaces per 75 dwellings), the proposed development of 93 units generates a requirement for approximately 25 childcare places. The proposed facility provides capacity for 27 children, thereby exceeding the guideline requirement.

8.4.4. Section 13.8.26 of the Development Plan sets out criteria for childcare facilities, including location, accessibility, design quality and operational functionality. Having regard to the submitted drawings and compliance documentation, I note the following:

- The facility has a gross floor area of 275.8 sq.m.
- The minimum space requirement of 2.32 sq.m per child (excluding ancillary areas) is met.
- Two childcare rooms are provided at ground floor level (catering for ages 1–3 years), accommodating 11 children.
- Two rooms are provided at first floor level, accommodating a further 16 children.

- Adequate indoor and outdoor play space is provided, including an enclosed external play area to the front.
- Safe pedestrian access and connectivity to car parking areas are demonstrated.

I am satisfied that the proposal complies with:

- Section 13.8.26 of the Development Plan,
- Table 13.11 (car parking standards),
- The Childcare Facilities Guidelines for Planning Authorities (2001), and
- Section 4.7 of the Sustainable Urban Housing: Design Guidelines for New Apartments (as amended).

Regarding the Protected Structure and potential impacts - I note that an Architectural Heritage Assessment has been submitted with original application. Section 9.6 (Architectural Heritage) of the Louth County Development Plan 2021 – 2027 sets out Policy Objectives for the sensitive restoration and redevelopment of Protected Structures. Policy Objective BHC20 and BHC21, and The Architectural Heritage Protection Guidelines for Planning Authorities 2011 are of relevance to the appeal. The policies seek applications involving protected structures include Architectural Impact Statements and room by room assessments. Furthermore it looks for a detailed breakdown on all items of historical significance and how they are impacted by the Development.

Having reviewed original drawings for office use and proposed creche use I note that the proposed use will retain the existing internal layout and room configuration of proposed office use. The proposed works to the structure will be carried out in a manner that is sensitive to its architectural significance, and the interventions will not adversely affect the historic fabric of the building. I consider the Architectural Heritage Assessment to be directly transferable to the proposed development.

The assessment concludes that the adaptive reuse of the structure represents a positive conservation outcome and contributes to the integration of the development within the urban fabric of Dunleer. I concur with this assessment. The reuse of the Protected Structure as a childcare facility is appropriate and will not adversely affect its character or setting.

I am satisfied that the proposal complies with the heritage provisions of the Development Plan, including: Section 9.6 (Architectural Heritage), Policy Objectives BHC20 and BHC21, and The Architectural Heritage Protection Guidelines for Planning Authorities 2011.

Having regard to:

- The scale and location of the proposed development,
- The identified need for childcare provision within Dunleer,
- The policy support for on-site childcare provision,
- The detailed design and compliance of the proposed facility, and
- The sensitive reuse of a Protected Structure,

I am assured that adequate provision has now been made for childcare within the development. The proposed facility provides capacity for 27 children, exceeding the requirement generated by the scheme, and is designed in accordance with relevant standards and guidelines. Accordingly, I consider that the issue of childcare provision has been satisfactorily addressed as part of the appeal and no longer constitutes a substantive reason for refusal.

8.5. Other Matters

8.5.1. Connectivity - Having regard to the concerns raised by the planning authority in relation to traffic impact and the potential requirement for connectivity with the adjoining Ravel Grange development, I have considered the issue of pedestrian and cyclist permeability in detail. Section 13.8.7 of the Louth County Development Plan 2021–2027 promotes the provision of well-connected, permeable residential layouts that prioritise walking and cycling and reduce reliance on the private car. The subject site is located within the defined settlement boundary of Dunleer, with its southern portion zoned B1 – Town/Village Centre, thereby occupying a highly accessible and sustainable location.

The proposed development provides:

- A primary vehicular, pedestrian and cycle access from the Ardee Road (R170),
- A secondary pedestrian access adjacent to the main entrance, and
- Retention and integration of the existing pedestrian access serving the Protected Structure.

A further pedestrian route is proposed linking to an internal courtyard space serving the café/retail uses and the residential area beyond, thereby enhancing permeability and activity within the scheme.

8.5.2. The internal layout adopts a permeable structure, avoiding cul-de-sacs and providing a network of streets and routes that facilitate ease of movement. A key east–west pedestrian and cycle connection traverses the site, A potential connection to Ravel Grange (subject to a break in the boundary treatment), and Linkages to the built-up area to the east and towards the town centre – rear of existing SPAR shop are provided. While the planning authority raised concerns regarding vehicular connectivity to Ravel Grange, I note that the Development Plan does not specifically require such a connection. Instead, the emphasis is on permeability for sustainable modes of transport. In this regard, the proposal aligns with:

- Section 13.8.7 (Permeability and Connectivity),
- Policy Objective TM5, which promotes walking and cycling infrastructure, and
- Policy Objective TM7, which supports enhanced permeability and connectivity between developments.

8.5.3. Having regard to the level of detail provided and the range of connections proposed, I am satisfied that the development achieves a high standard of permeability and connectivity, consistent with Development Plan objectives and the principles set out in the Sustainable Residential Development and Compact Settlements Guidelines for Local Authorities 2024, which advocate for connected layouts and integration with existing urban areas.

8.5.4. Visual Impact - Third party submissions raised concerns regarding the potential visual impact of the proposed development on the townscape of Dunleer, including the impact on the Protected Structure and the removal of existing vegetation.

I note that the applicant has submitted:

- An Architectural Design Statement,
- An Architectural Heritage Assessment, and
- A comprehensive Landscape Plan (Gannon & Associates, Dwg. Ref. No. 24167).

These documents provide a detailed justification of the design approach, layout and landscape strategy.

- 8.5.5. Concerns regarding visual impact have been addressed through design amendments. In particular, the apartment building fronting the R170 has been reduced in height to two storeys following further information, ensuring it remains subservient to the Protected Structure, and the overall layout reflects a coherent design approach based on perimeter blocks, active frontages and defined public spaces. The applicant has demonstrated compliance with the design principles set out in; Section 14 of the Development Plan (Urban Design), the Sustainable Residential Development and Compact Settlements Guidelines 2024, and The Sustainable Urban Housing: Design Guidelines for New Apartments, including compliance with relevant SPPRs.
- 8.5.6. The submitted Landscape Plan provides for a high-quality and biodiversity-led approach to site development, including:
- Retention of significant existing trees, including the mature elm along the western boundary and the monkey puzzle trees within the curtilage of the Protected Structure,
 - Introduction of approximately 52 no. new native trees, including species such as Rowan, Birch, Hazel and Scots Pine,
 - Native hedgerow planting incorporating species such as Hawthorn, Blackthorn and Holly,
 - Riparian planting along the eastern boundary adjoining the White River, including Willow, Alder and Birch species, and
 - Integration of SuDS features, including rain gardens, bio-retention areas and tree pits with appropriate wetland planting.

The planting strategy is informed by the principles of the All-Ireland Pollinator Plan, promoting biodiversity and ecological enhancement. This approach accords with Development Plan objectives relating to green infrastructure, landscape design and biodiversity protection.

8.6. Having regard to:

- The permeability and connectivity of the proposed layout,

- The absence of a policy requirement for vehicular linkage to adjoining lands,
- The sensitive treatment and enhancement of the Protected Structure,
- The high-quality design approach and compliance with the Louth County Development Plan 2021 – 2027 and relevant Section 28 Guidelines, and
- The comprehensive landscape strategy,

I am satisfied that:

The proposed development provides an appropriate level of connectivity and permeability in accordance with the Louth County Development Plan 2021–2027 and national policy. The development will not give rise to adverse visual impacts on the townscape of Dunleer. The proposal represents a high-quality and considered intervention on zoned lands within the settlement and will contribute positively to the character and visual amenity of the area.

8.6.1. Water Supply -

Third party observers to the original application have raised concerns in relation to water pressure in the local area and the increase in housing will significantly reduce water pressure in the local area. The applicant has submitted a copy of the Confirmation of Feasibility from Uisce Eireann. It states that:

Water Connection: Feasible Subject to upgrades - In order to accommodate the proposed connection, upgrade works are required to increase the capacity of the Uisce Eireann network. Approximately 1150m of new 225mm ID watermain is to be laid to replace the existing 100mm uPVC main. These works are not currently on the Uisce Eireann investment plan therefore, the applicant will be required to fund these local network upgrades. The fee will be calculated at connection application stage. The existing Dunleer Inlet Booster Pumping Station will require an upgrade. There will be a requirement for some network reconfiguration with a number of valves to be opened. There is no capacity to provide fire flow to the proposed developments through the existing network. On site storage if provided, must have a re-fill time of minimum 12 hours.

Having regard to the above, I consider that it is appropriate that a condition be included to address the issue of water supply.

9.0 AA Screening

9.1.1. I have considered the construction of a residential development in light of the requirements S177U of the Planning and Development Act 2000 as amended.

- The subject site is located 5km north of Dundalk Bay SPA (004026), 6km north Dundalk Bay SAC (000455) and 5.4km north-west of Stabannon and Braganstown SPA (004091)

The proposed development comprises:

- To construct 93 dwelling houses
- Reuse of Protected Structure as Creche
- Café/ Retail Spac
- Internal access roads
- Connection to existing services
- Hard and soft landscaping
- Provision of car parking, and lighting

9.1.2. Having considered the nature, scale and location of the project, I am satisfied that it can be eliminated from further assessment because there is no conceivable risk to any European Site. I note proximity of the site to the White River (16m east of the site), noting details provided in relation to surface water discharge and details provided in relation to construction management and intervening distance to SAC, I do not consider there is any likely significant effects on any European Site.

9.1.3. The reason for this conclusion is as follows:

- The proposed works are located on a greenfield site adjacent to serviced land, the applicant has demonstrated connections into public sewer. There are no impacts/effects predicted in this regard.
- A full SUDS train is being provided including interceptors and hydrobrakes to ensure quantity of surface water can be adequately managed and quality of surface water is ensured. Due to the distance of the site and intervening land uses from any SAC and SPA, no impacts/ effects are predicted in this regard.

- There are no identifiable hydrological/ecological connector pathways between the application and the SAC or SPA. This combined with the distance and built up intervening environment between the application site and the SAC & SPA removes any potential connector/receptor pathways. Therefore no impacts/effects are predicted.
- The Appropriate Assessment Screening provided by the applicant and its conclusion that the proposed development would not have a likely significant effect on any European Site either alone or in combination with other plans or projects.
- Assessment of the Planning Authority

9.1.4. I conclude that on the basis of objective information, that the proposed development would not have a likely significant effect on any European Site either alone or in combination with other plans or projects.

Likely significant effects are excluded and therefore Appropriate Assessment (stage 2) (under Section 177V of the Planning and Development Act 2000) is not required.

10.0 Water Framework Directive

I have assessed the proposed development for the construction of 93 residential units and have considered the objectives as set out in Article 4 of the Water Framework Directive which seek to protect and, where necessary, restore surface & ground water waterbodies in order to reach good status (meaning both good chemical and good ecological status), and to prevent deterioration. Having considered the nature, scale and location of the project, I am satisfied that it can be eliminated from further assessment because there is no conceivable risk to a surface water

The reason for this conclusion is as follows:

- The best practice standard measures that will be employed to prevent groundwater and surface water pollution from the site.

I conclude that on the basis of objective information, that the proposed development will not result in a risk of deterioration on any water body (rivers, lakes, groundwaters, transitional and coastal) either qualitatively or quantitatively or on a temporary or

permanent basis or otherwise jeopardise any water body in reaching its WFD objectives and consequently can be excluded from further assessment.

11.0 Recommendation

11.1. Having regard to the foregoing, I recommend that permission is granted for the proposed development for the reasons and considerations set out below.

12.0 Reasons and Considerations

Having regard to the following:

- a) the location of the site on lands zoned for A2 – ‘Residential’ within the Louth County Development Plan 2021-2027
- b) Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024),
- c) Design Standards for Apartment Guidelines (2025),
- d) The nature, scale and design of the proposed development comprising an amendment to a permitted development on the site,
- e) the existing pattern of development in the area,
- f) the availability of a wide range of physical, social and community, infrastructure and services in the area,
- g) The proximity of the site to transportation modes,

It is considered that, subject to compliance with the conditions set out below, the proposed development would not have a detrimental impact on traffic in the local area. The sightlines provided from the proposed access are in compliance with DMURS standards as set out under Section 13.16.17 of the Louth County Development Plan 2021 – 2027. The necessity to provide a vehicular access is not required or justified based on the Traffic and Transport Assessment provided and Road Safety Audit. It is further considered the reuse of the Protected Structure RPS LHS 018-023 for use as a Childcare facility aligns with policy objective SC 35 of the Louth County Development Plan 2021 to 2027 to support the provision of childcare facilities in appropriate and sustainable locations. The proposal as set out constitutes an acceptable scale and density of development in this urban location,

would not seriously injure the residential or visual amenities of the area or properties in the vicinity, would be acceptable in terms of layout, urban design, and would be acceptable in terms of pedestrian safety and convenience, and would not be detrimental to conservation objectives of an European Sites or to the quality of receiving waters

13.0 Conditions

1. The development shall be carried out and completed in accordance with the plans and particulars lodged with the application, except as may otherwise be required in order to comply with the following conditions. Where such conditions require details to be agreed with the planning authority, the developer shall agree such details in writing with the planning authority prior to commencement of development and the development shall be carried out and completed in accordance with the agreed particulars.

Reason: In the interest of clarity.

2. All service cables associated with the proposed development (such as electrical, telecommunications and communal television) shall be located underground. Ducting shall be provided by the developer to facilitate the provision of broadband infrastructure within the proposed development.

Reason: In the interests of visual and residential amenity.

3. The road network serving the proposed development, including turning bays, junction with the public road, parking areas, footpaths and kerbs, access road to service areas shall be in accordance with the detailed construction standards of the Planning Authority for such works. In default of agreement the matter(s) in dispute shall be referred to An Bord Pleanála for determination.

Reason: In the interest of amenity and of traffic and pedestrian safety.

4. (a) The car parking facilities hereby permitted shall be reserved solely to serve the proposed development. All car parking spaces shall be assigned permanently for the residential development, childcare provision and retail provision. Carparking shall be reserved solely for that purpose. The residential spaces shall not be utilised for any other purpose.
- (b) Prior to the occupation of the development, a Parking Management Plan shall be prepared for the development and shall be submitted to and agreed in writing with the Planning Authority.

Reason: To ensure that adequate parking facilities are permanently available to serve the proposed residential units and the remaining development.

5. A minimum of 10% of all car parking spaces should be provided with functioning EV charging stations/ points, and ducting shall be provided for all remaining car parking spaces, including in-curtilage spaces, facilitating the installation of EV charging points/stations at a later date. Where proposals relating to the installation of EV ducting and charging stations/points has not been submitted with the application, in accordance with the above noted requirements, such proposals shall be submitted and agreed in writing with the Planning Authority prior to the occupation of the development. The car parking spaces for sole use of the car sharing club shall also be provided with functioning EV charging stations/ points.

Reason: To provide for and/or future proof the development such as would facilitate the use of Electric Vehicles.

- 6 Drainage arrangements including the attenuation and disposal of surface water shall comply with the requirements of the Planning Authority for such works and services.

Reason: In the interest of public health and surface water management.

7. a) The developer shall enter into water and waste water connection agreement(s) with Irish Water, prior to commencement of development.

b) In order to accommodate the proposed connection, upgrade works are required to increase the capacity of the Uisce Eireann network. Approximately 1150m of new 225mm ID watermain is to be laid to replace the existing 100mm uPVC main. All these works shall be agreed in writing with the planning authority/Uisce Eireann prior to commencement of development.

Reason: In the interest of public health.

8.. The site shall be landscaped (and earthworks carried out) in accordance with the detailed comprehensive scheme of landscaping, which accompanied the application submitted, unless otherwise agreed in writing with, the Planning Authority prior to commencement of development.

Reason: In the interest of residential and visual amenity.

9. (a) The communal open spaces, including hard and soft landscaping, car parking areas and access ways, communal refuse/bin storage, and all areas not intended to be taken in charge by the local authority, shall be maintained by a legally constituted management company

(b) Details of the management company contract, and drawings/particulars describing the parts of the development for which the company would have responsibility, shall be submitted to, and agreed in writing with, the planning authority before any of the residential units are made available for occupation.

Reason: To provide for the satisfactory future maintenance of this development in the interest of residential amenity.

10. Construction and demolition waste shall be managed in accordance with a construction waste and demolition management plan, which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. This plan shall be prepared in accordance with the “Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects”, published by the Department of the Environment, Heritage and Local Government in July 2006. The plan shall include details of waste to be generated during site clearance and construction phases, and details of the methods and locations to be employed for the prevention, minimisation, recovery and disposal of this material in accordance with the provision of the Waste Management Plan for the Region in which the site is situated.

Reason: In the interest of sustainable waste management.

11. The construction of the development shall be managed in accordance with a Construction Environmental Management Plan, which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. This plan shall provide details of intended construction practice for the development with measures to reflect mitigation described in the submitted draft Construction Environmental Management Plan, Ecological Impact Assessment and Tree Survey, in addition to the following:

- a) Location of the site and materials compound(s) including area(s) identified for the storage of construction refuse;
- b) Location of access points to the site for any construction related activity;
- c) Location of areas for construction site offices and staff facilities;
- d) Details of site security fencing and hoardings;
- e) Details of on-site car parking facilities for site workers during construction;

- f) Details of the timing and routing of construction traffic to and from the construction site and associated directional signage, to include proposals to facilitate the delivery of abnormal loads to the site;
- g) Measures to obviate queuing of construction traffic on the adjoining road network;
- h) Measures to prevent the spillage or deposit of clay, rubble or other debris on the public road network and for the cleaning of the same;
- i) Alternative arrangements to be put in place for pedestrians and vehicles in the case of the closure of any public road or footpath during site development works;
- j) Details of appropriate mitigation measures for noise, dust and vibration, and monitoring of such levels;
- k) Containment of all construction-related fuel and oil within specially constructed bunds to ensure that fuel spillages are fully contained. Such bunds shall be roofed to exclude rainwater;
- l) Off-site disposal of construction/demolition waste and details of how it is proposed to manage excavated soil;
- m) Means to ensure that surface water run-off is controlled such that no silt or other pollutants enter local surface water sewers or drains.
- n) A record of daily checks that the works are being undertaken in accordance with the Construction Management Plan shall be kept for inspection by the planning authority.
Reason: In the interest of amenities, public health and safety.

Reason: In the interest of amenities, public health and safety.

12. Site development and building works shall be carried out only between the hours of 0700 to 1900 Mondays to Saturdays inclusive, and not at all on Sundays and public

holidays. Deviation from these times will only be allowed in exceptional circumstances where prior written approval has been received from the Planning Authority.

Reason: In order to safeguard the residential amenities of property in the vicinity.

13. Prior to commencement of development, the applicant or other person with an interest in the land to which the application relates shall enter into an agreement in writing with the Planning Authority in relation to the provision of housing in accordance with the requirements of section 94(4) and section 96(2) and (3) (Part V) of the Planning and Development Act 2000, as amended, unless an exemption certificate shall have been applied for and been granted under section 97 of the Act, as amended. Where such an agreement is not reached within eight weeks from the date of this order, the matter in dispute (other than a matter to which section 96(7) applies) may be referred by the Planning Authority or any other prospective party to the agreement to An Bord Pleanála for determination.

Reason: To comply with the requirements of Part V of the Planning and Act 2000, as amended, and of the housing strategy in the development plan of the area.

14. Prior to the commencement of any house in the development as permitted, the applicant or any person with an interest in the land shall enter into an agreement with the planning authority (such agreement must specify the number and location of each house), pursuant to Section 47 of the Planning and Development Act 2000, that restricts all houses and duplex units permitted, to first occupation by individual purchasers i.e. those not being a corporate entity, and/or by those eligible for the occupation of social and/or affordable housing, including cost rental housing.

Reason: To restrict new housing development to use by persons of a particular class or description in order to ensure an adequate choice and supply of housing, including affordable housing, in the common good.

15. Prior to commencement of development, the developer shall lodge with the Planning Authority a cash deposit, a bond of an insurance company, or other security to secure the provision and satisfactory completion and maintenance until taken in charge by the local authority of roads, footpaths, watermains, drains, public open space and other services required in connection with the development, coupled with an agreement empowering the local authority to apply such security or part thereof to the satisfactory completion or maintenance of any part of the development. The form and amount of the security shall be as agreed between the Planning Authority and the developer or, in default of agreement, shall be referred to An Bord Pleanála for determination.

Reason: To ensure the satisfactory completion and maintenance of the development until taken in charge.

16. The developer shall pay to the Planning Authority a financial contribution in respect of public infrastructure and facilities benefiting development in the area of the planning authority that is provided or intended to be provided by or on behalf of the authority in accordance with the terms of the Development Contribution Scheme made under section 48 of the Planning and Development Act 2000, as amended. The contribution shall be paid prior to commencement of development or in such phased payments as the planning authority may facilitate and shall be subject to any applicable indexation provisions of the Scheme at the time of payment. Details of the application of the terms of the Scheme shall be agreed between the planning authority and the developer or, in default of such agreement, the matter shall be referred to An Coimisiún Pleanála to determine the proper application of the terms of the Scheme.

Reason: It is a requirement of the Planning and Development Act 2000, as amended, that a condition requiring a contribution in accordance with the Development Contribution Scheme made under section 48 of the Act be applied to the permission.

I confirm that this report represents my professional planning assessment, judgement and opinion on the matter assigned to me and that no person has influenced or sought to influence me, directly or indirectly, following my professional assessment and recommendation set out in my report in an improper or inappropriate way.”

Darragh Ryan
Planning Inspector

22nd of April 2026

Appendix 1: Form 1 EIA Pre-Screening

Case Reference	500603- LH -26
Proposed Development Summary	PROTECTED STRUCTURE: mixed-use development comprising 93 no. dwellings, demolition works to outbuildings, change of use of buildings from agricultural to retail & café use and associated works.
Development Address	Ardee Road (R170) , Ravel , Dunleer County Louth
IN ALL CASES CHECK BOX / OR LEAVE BLANK	
1. Does the proposed development come within the definition of a 'Project' for the purposes of EIA?	<input checked="" type="checkbox"/> Yes, it is a 'Project'. Proceed to Q.2.
(For the purposes of the Directive, "Project" means: - The execution of construction works or of other installations or schemes, - Other interventions in the natural surroundings and landscape including those involving the extraction of mineral resources)	

2. Is the proposed development of a CLASS specified in Part 1, Schedule 5 of the Planning and Development Regulations 2001 (as amended)?	
<input type="checkbox"/> Yes, it is a Class specified in Part 1. EIA is mandatory. No Screening required. EIAR to be requested. Discuss with ADP.	State the Class here
<input checked="" type="checkbox"/> No, it is not a Class specified in Part 1. Proceed to Q3	
3. Is the proposed development of a CLASS specified in Part 2, Schedule 5, Planning and Development Regulations 2001 (as amended) OR a prescribed type of proposed road development under Article 8 of Roads Regulations 1994, AND does it meet/exceed the thresholds?	
<input type="checkbox"/> No, the development is not of a Class Specified in Part 2, Schedule 5 or a prescribed type of proposed road development under Article 8 of the Roads Regulations, 1994. No Screening required.	
<input type="checkbox"/> Yes, the proposed development is of a Class and meets/exceeds the threshold. EIA is Mandatory. No Screening Required	
<input checked="" type="checkbox"/> Yes, the proposed development is of a Class but is sub-threshold.	S. 5 P.2 10(b)(ii) construction of more than 500 dwelling units.

<p>Preliminary examination required. (Form 2)</p> <p>OR</p> <p>If Schedule 7A information submitted proceed to Q4. (Form 3 Required)</p>	
<p>4. Has Schedule 7A information been submitted AND is the development a Class of Development for the purposes of the EIA Directive (as identified in Q3)?</p>	
<p>Yes <input type="checkbox"/></p>	
<p>No <input checked="" type="checkbox"/></p>	<p>Pre-screening determination conclusion remains as above (Q1 to Q3)</p>

Inspector: _____

Date: _____

Appendix 2: Form 2 - EIA Preliminary Examination

Case Reference	500603-LH-26
Proposed Development Summary	PROTECTED STRUCTURE: mixed-use development comprising 93 no. dwellings, demolition works to outbuildings, change of use of buildings from agricultural to retail & café use and associated works.
Development Address	Ardee Road (R170) , Ravel , Dunleer County Louth
This preliminary examination should be read with, and in the light of, the rest of the Inspector's Report attached herewith.	
<p>Characteristics of proposed development</p> <p>(In particular, the size, design, cumulation with existing/ proposed development, nature of demolition works, use of natural resources, production of waste, pollution and nuisance, risk of accidents/disasters and to human health).</p>	<p>Briefly comment on the key characteristics of the development, having regard to the criteria listed.</p> <p>The urban site is serviced and its size is not exceptional in the context of the prevailing plot size in the area.</p> <p>A short-term construction phase would be required, and the development would not require the use of substantial natural resources, or give rise to significant risk of pollution or nuisance due to its scale. The development, by virtue of its type and nature, does not pose a risk of major accident and/or disaster, or is vulnerable to climate change. Its operation presents no significant risks to human health.</p> <p>The size and scale of the permitted development is not bigger in terms of height compared to surrounding development.</p>

<p>Location of development</p> <p>(The environmental sensitivity of geographical areas likely to be affected by the development in particular existing and approved land use, abundance/capacity of natural resources, absorption capacity of natural environment e.g. wetland, coastal zones, nature reserves, European sites, densely populated areas, landscapes, sites of historic, cultural or archaeological significance).</p>	<p>Briefly comment on the location of the development, having regard to the criteria listed</p> <p>The development is situated in an urban area and situated adjacent to existing residential properties and an areas of public open space which is not exceptional in the context of surrounding development.</p> <p>The development is not likely to have any cumulative impacts or significant cumulative impacts with other existing or permitted projects.</p> <p>The development is removed from sensitive natural habitats, designated sites and landscapes of identified significance in the County Development Plan.</p>
<p>Types and characteristics of potential impacts</p> <p>(Likely significant effects on environmental parameters, magnitude and spatial extent, nature of impact, transboundary, intensity and complexity, duration, cumulative effects and opportunities for mitigation).</p>	<p>Having regard to the characteristics of the development and the sensitivity of its location, consider the potential for SIGNIFICANT effects, not just effects.</p> <p>Having regard to the nature of the proposed development, its location removed from sensitive habitats/features, likely limited magnitude and spatial extent of effects, and absence of in combination effects, there is no potential for significant effects on the environmental factors listed in section 171A of the Act.</p>
<p>Conclusion</p>	

Likelihood of Significant Effects	Conclusion in respect of EIA
<p>There is no real likelihood of significant effects on the environment.</p>	<p>EIA is not required.</p> <p>Include the following paragraph under EIA Screening (a separate heading) in the Inspectors report.</p> <p>The proposed development has been subject to preliminary examination for environmental impact assessment (refer to Form 1 and Form 2 in Appendices of this report). Having regard to the characteristics and location of the proposed development and the types and characteristics of potential impacts, it is considered that there is no real likelihood of significant effects on the environment. The proposed development, therefore, does not trigger a requirement for environmental impact assessment screening and an EIAR is not required.</p>
<p>There is significant and realistic doubt regarding the likelihood of significant effects on the environment.</p>	
<p>There is a real likelihood of significant effects on the environment.</p>	

Inspector: _____ **Date:** _____

DP/ADP: _____ **Date:** _____

(only where Schedule 7A information or EIAR required)

Appendix 3: Standard AA Screening Determination Template 2

Test for likely significant effects

Screening for Appropriate Assessment Test for likely significant effects	
Case Reference Number: 500603-LH-26	
Step 1: Description of the project and local site characteristics <p>The development is situated in an urban area and situated adjacent to existing residential properties and an areas of public open space which is not exceptional in the context of surrounding development. The development is not likely to have any cumulative impacts or significant cumulative impacts with other existing or permitted projects. The development is removed from sensitive natural habitats, designated sites and landscapes of identified significance in the County Development Plan.</p>	
Brief description of project	<p>mixed-use development comprising 93 no. dwellings, demolition works to outbuildings, change of use of buildings from agricultural to retail & café use and associated works.</p>
Brief description of development site characteristics and potential impact mechanisms	<p>The urban site is serviced and its size is not exceptional in the context of the prevailing plot size in the area.</p> <p>The nearest European sites include: Dundalk Bay SPA (004026), 6km north Dundalk Bay SAC (000455) and 5.4km north-west of Stabannon and Braganstown SPA (004091)</p> <p>The River White is 16m east of the site and there is potential connectivity to Dundalk Bay SAC</p> <p>A short-term construction phase would be required, and the development would not require the use of substantial natural</p>

	<p>resources, or give rise to significant risk of pollution or nuisance due to its scale. The development, by virtue of its type and nature, does not pose a risk of major accident and/or disaster, or is vulnerable to climate change. Its operation presents no significant risks to human health.</p> <p>The size and scale of the permitted development is not bigger in terms of height compared to surrounding development.</p>			
Screening report	Y – report concludes no likely significant impact on any European Site			
Natura Impact Statement	Y/N			
Relevant submissions				
<p>[Additional information]: *where relevant and appropriate.</p>				
<p>Step 2. Identification of relevant European sites using the Source-pathway-receptor model</p> <p>[List European sites within zone of influence of project in Table and refer to approach taken in the AA Screening Report as relevant- there is no requirement to include long list of irrelevant sites.</p>				
European Site (code)	Qualifying interests¹	Distance from proposed	Ecological connections²	Consider further in screening³

	Link to conservation objectives (NPWS, date)	development (km)		Y/N
Dundalk Bay SAC 000455	<p>To maintain the favourable conservation condition of</p> <p>Great Crested Grebe</p> <ul style="list-style-type: none"> • Greylag Goose • Light-bellied Brent Geese • Shelduck • Teal • Mallard • Pintail • Common Scoter • Red-breasted Merganser • Oysertcacher • Ringed Plover • Golden Plover • Grey Plover • Lapwing • Bar-tailed Godwit • Curlew • Redshank • Black-headed Gull • Common Gull • Herring Gull 	6km	White River 16m east of the site	yes

1 Summary description / cross reference to NPWS website is acceptable at this stage in the report

Water quality/pollution

- Climate change
- Direct loss of habitat to development
- Recreational/amenity use
- Sea level rise
- Coastal defences

- Physical obstructions to the natural circulation of sediment and organic matter
- Dumping at sea

There is an indirect connection to the SAC
 if no direct connections: N

Step 3. Describe the likely effects of the project (if any, alone or in combination) on European Sites

The site for the proposed residential development in Dunleer is separated from Dundalk Bay SPA/SAC by a (straight line) distance of approximately 6km. On this basis, it can be concluded with full certainty that there could be no direct impacts such as loss of habitat or physical disturbance of habitats or species, by the construction and/or operation phases of the proposed residential development on any European designated site.

Indirect effects include

- Surface water pollution events from plant, storm overflows, urban run-off.
- Silt-laden surface water discharges.
- Contaminated water discharges.
- Alterations to the natural hydrology, hydraulic conditions, functioning, and hydrogeology

The applicant has provided construction management plan that provides best practice measures during construction phase to avoid soiled run -off reaching the River White.

AA Screening matrix

Site name Qualifying interests	Possibility of significant effects (alone) in view of the conservation objectives of the site*
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	Impacts	Effects
Site 1: Name (Dundalk Bay SAC 000455) Great Crested Grebe <ul style="list-style-type: none"> • Greylag Goose • Light-bellied Brent Geese • Shelduck • Teal • Mallard • Pintail • Common Scoter • Red-breasted Merganser • Oysertcacher • Ringed Plover • Golden Plover • Grey Plover • Lapwing • Bar-tailed Godwit • Curlew • Redshank • Black-headed Gull • Common Gull • Herring Gull 	Direct: No Direct Impacts Indirect Negative impacts temporary on surface water/water quality due to construction related emissions including increased sedimentary and construction related pollution.	Negative impact on habitat quality undermine conservation objectives related to water quality
	Likelihood of significant effects from proposed development (alone): N	
	If No, is there likelihood of significant effects occurring in combination with other plans or projects?	
<p>*Where a restore objective applies it is necessary to consider whether the project might compromise the objective of restoration or make restoration more difficult.</p>		

Step 4: Conclude if the proposed development could result in likely significant effects on a European site

I conclude that the proposed development (alone) would not result in likely significant effects on Dundalk Bay SAC 000455. The proposed development would have no likely significant effect in combination with other plans and projects on any European site(s). No further assessment is required for the project].

No mitigation measures are required to come to these conclusions.